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If our friends who favor us with manuscripts fo publication wish to have rejected articles returned they must in all cases send stamps for that purpose.

Two Questions Answered.

These questions by an inquiring and best of our ability, with a due interpretation of this grand and awful time:

"TO THE EDITOR OF THE SUN-Sir: A friend the meaning of the word 'politics.' We agreed to settle the controversy by looking up the word in the Century Dictionary, but neither of us was satisfied. The Century has two long definitions one general, 'the science or practice of government' and so forth, which did not interest us; the other (which deals with the word in the sense we are interested in) is good, but too long, and, in my opinion at least, not up to date. I give the

or vocation of guiding or influencing the policy of a government through the organization of a been opposed vigorously but ineffectunot only the ethics of government but more espe eially, and often to the exclusion of ethical prin ciples, the art of influencing public opinion, at tracting and marshalling voters, and obtaining and distributing public patronage so far as th ssion of offices may depend upon the political opinions or political services of individuals."

" 2. Can Congress prohibit an interstate busi ness not immoral in itself or against public policy PERLADELPHIA, July 31. H. F. SCHONITZ."

Can you not find or make a shorter and more

other business for the benefit of politi- Columbus pile. In any event a part of cians.

2. All business except politics is immoral.

Edwin A. Abbey.

If industry and fertile fancy were the first, after his student days at the Penn- the park area. sylvania Academy, this young Philapen and ink drawings (perhaps superior to his wash drawings) did not prevent him from winning his heart's desire, painting. The teller of tales in black mand both respect and admiration?

of a talent fluent, forceful, perhaps too to oppose with all the power they have by college professors, but is learned at home from Whistler. Chase, Hassam, A. B. Davies of a talent fluent, forceful, perhaps too to upper the said that FORTUNY'S etchapper any plan, regardless of its merits, that experienced mothers.

My daughter took a course in child training at the diversion of any part of the large training at the diversion of any part of the large training at the diversion of any part of the large training at the diversion of any part of the large training at the diversion of any part of the large training at the diversion of any part of the large training at the diversion of any part of the large training at the diversion of any part of the large training at the diversion of any part of the large training at the diversion of any part of the large training at having a vogue, profoundly influenced surface of the parks from its primary with theories on the subject. It used to afford the youthful artist. This is probably use. the truth, though his marked myopia was also a governing factor in his method of execution. In 1878, after he had received a commission to illustrate several of the Herrick poems, man in New York to be chief of the fire-ABBEY went to England and at once men. He got the highest mark in an succumbed to the fascination of its old examination apparently well devised to legends and its picturesque country bring out a man's ability to fill the life. He returned to America—re- job he sought. This with his honorable maining always an American but he record and the indorsements of men made his home at Broadway, Worces- best qualified to speak on the merits tershire, England, and thence flowed of a fireman will satisfy the public that I heard newsboys shouting "Evening papee" the interminable series of illustrations, he is a worthy successor to the famous decorations, the storied wealth of Eng- men who have headed the fire fighting land retold with a freshness, vivacity and sympathy that made his name | The standards set by his predecessors famous. ABBEY was not a master of dramatic invention; he was glad to office are many, varied, and of trancatch some sweet character of the poets scendent importance. Largely on his and interpret it, if not with surprising judgment depend the safety of the city subtlety, at least with unfailing at- and property values literally incalcutractiveness. He really had a story to lable. He enters on his work with the relate, and the anecdote on canvas won confidence and good will of the public. him an audience even if the critics lifted deprecating eyebrows. His tech- the man New York hopes and believes nique is rather too minute in black and him to be. white, yet it is never hard or wiry. His types of character are simply expressed; The Cruise of the New York Yacht perhaps too much stress is laid upon externals. But for the greater public Shakespeare lyrics, there is a dainty

Edward VII.," do not evoke.

color, and he finally won a mastery over than 1,200 tons. the more refractory medium. He saw Lady Anne." revealed this advance in ican artist had proved a triumphant

happier in the "Holy Grail" of the Boston Library. And here again may be ing; in these deservedly popular pic- ships. tures the big epical note is missing, they do not move in processional splendor: et, in the Bolough of an Edward P. Mitchell. | their singularly rich and vivid detail. The part is greater than the whole. spirit of his task, because of a peculiarly reverent, gracious spirit of his own. The decorative panels for the dome of finished in 1908, but much is still to come Quatre Septembre (near Place de l'Opéra). The daily and Sunday editions are on sale at Klosque and remains, so it is said, unfinished. drew nearer together until American But the dead painter may be fairly designers had embodied the good feajudged by his previous production, and a highly favorable one. It is given to centreboard type, but without the board. recognized his limitations, and sturdily similar type, broad beamed keel boats. followed the Goethian formula, putting forward the best that was in him. No MORTON F. PLANT by HERRESHOFF, will man can do more. Above all, he had sail against the Westward, built by a serious spirit shall be answered to the the gift of projecting his fancy into HERRESHOFF for Mr. ALEXANDER S. in it. EDWIN A. ABBEY was a very val- campaign in foreign waters, where the pacity of 20,000,000 tons of freight the anand myself had 'an argument' last night (1) about uable accession to the ranks of painters in Great Britain, and an honor to the art of his native land.

Encroachments on Central Park.

A memorial to the men of the battleship Maine is to be erected at the Eighth avenue and Fifty-ninth street entrance to Central Park, work having already been begun on the preparation of the site. The selection of this spot has party among its citizens-including, therefore, ally on the ground that no part of Central Park should be surrendered for such a purpose, and also because of the proximity of the shaft built several years ago in the centre of Columbus Circle in honor of the discoverer of America. It has been urged that each monument will detract from the appearance and importance of the other, and although the Municipal Art Commission has approved the plans of the new structure it is feared by many that 1. Politics is the business of injuring it may prove inharmonious with the Central Park is to be given up to it.

Now the Aldermen have passed an appropriation of \$95,000 to pay for a building to house the central station of the fire alarm system, to be built on the site of the old park stables on the transchief constituents of pictorial genius, verse road. An isolated building is year or two ago the Pall Mall Gazette had then the late EDWIN AUSTIN ABBEY wanted for this purpose in order that to pay out a large sum because its Paris would stand high up in the hierarchy of there may be no possibility of its dethe mighty immortals. But he was not struction by fire, a danger always presa great painter, nor as a draughtsman ent in a built up neighborhood covered had his line the unique magic that pro- with inflammable business or dwelling up. It happened, however, that the name claims an original personality. In-places. The argument in favor of a did belong to a real person, a lawyer, who stead, nature dowered him with the art site in a park is strong, and the selection brought suit for damages because he was of pleasing; pleasing his hundreds of of a part of Central Park hitherto closed made ridiculous, and secured a verdict. thousands, whom the devotee of art for to the public can be defended on the art's sake would put to rout by a too ground that it has served only adminisaustere and hermetic theorizing. In a trative purposes, and therefore the citi- against a weekly journal. This published word, ABBEY was, in the best sense of zens lose nothing by its transfer to anthe oft abused term, a popular painter other department. Yet it is unquesserved as a pretext for hasty, scamped been found to transform this piece of happened to exist one whom the name or mediocre workmanship. His ad- land into an attractive spot, useful for fitted, she claimed to have suffered in her ago never had cause to complain of the tained and contributing to the beauty absence of charm or fecundity of the of the whole establishment. Thus its of dollars. artist who signed his compositions "E. designation for Fire Department use A. Abbey" in Harper's. And from the amounts in fact to an encroachment on greatly in Britain, or the sharpness that

These incidents illustrate well the ex-He evidently girded up his loins for a extending the parks, and secondly, of and Pickwicks. Writers of fiction know long race. His enormous facility in preserving what has already been ob- what to expect now, though how they tained. Each of the projects we have can escape the eccentricities of personal described is in itself worthy enough nomenclature possible among 45,000,000 and entirely defensible. But to-morrow the promoters of other and equally deand white became the mural decorator serving schemes will be asking for a of a later generation. Who shall say little bit of the park, and they will be that, within his circumscribed limits, able to strengthen their pleas by citing EDWIN A. ABBEY was not a successful the fact that concessions of this kind artist, one whose achievements com- have already been made. Thus every The lack of home life here is appalling. The He had not attained his majority when other than park uses the difficulty of servant is very capable, for she has practically no he joined the Harper staff of illustrators conserving what remains is increased. and at once demonstrated the possession It is this that emboldens many persons with woman suffrage, but is accustomed to a civilization in which housekeeping is not taught

Fire Chief Kenlon.

If there is any virtue in civil service her at examination JOHN KENLON is the fittest force of the community.

are high. The responsibilities of his

May JOHN KENLON prove himself

Club. The peace squadron of the New York such pictures as he evoked from Ros- Yacht Club will rendezvous at Glen Cove TRY HERRICK'S "Hesperides," "She to-morrow, and Friday morning it will Stoops to Conquer," "Old Songs," the proceed to the eastward, calling at different ports until Newport is reached. touch, a refined humor and palpable Off that port there will be two days of persuasiveness that the more magis- racing. It is sixty-seven years since the terial works, such as "The Coronation of New York Yacht Club was organized on board Commodore STEVENS's schooner In the ambitious mural decorations Gimerack. A few days afterward eight

the larger breadth and broader handling yachtsmen cruised through the Sound are missing. For years, after he had to Newport, then a simple whaling taken up the practice of painting in oils, town. The fleet this year will number ABBEY had to contend against the habits more than a hundred vessels, ranging of the black and white draughtsman. in size from the 30 foot racing sloop to He had always revealed a feeling for the big oceangoing steamer of more

This annual cruise is unlike anything in the mass, painted in the mass. His else in the yachting world. Cowes and first success in oils, "Richard III, and Kiel have their race "weeks," where the fastest sailing craft compete and large fleet of the New York Yacht Club that makes an extended cruise. During that cruise the commodore is in charge and there is a formality about things that noted the defect of his method or train- is exceeded only in a squadron of war-

port, and this year an old battle will be are devoted to rhetorical statements readvocates of the centreboard type and those who favor the keel boat have had Nevertheless, the work of a first class a real opportunity to see contests becraftsman, one imbued by the lofty tween two fine racing yachts representing these two types. In 1885 the Puritan, a centreboarder, sailed away from the deep keeled Genesta. The the Pennsylvania State Capitol were next year the Mayflower defeated the Galatea, and after that the two types drew nearer together until American tures of the keel boat in their models that judgment can be naught else but and the British had borrowed from the few men so steadily to pursue the path | The races for the America's Cup in 1899, to perfection as did ABBEY. He early 1901 and 1903 were between vessels of

> This year the Elena, built for Mr. waters, and here the centreboard can be used without incurring any penalty. With the exception of the centreboard in the Elena, which when lowered increases her draught to about twenty-six tical in model. They are about 96 feet now about to begin these two should be over and over again.

Owen and Wilson would be a "well balanced" ticket.

Does anybody know the present address of the Hon. CHAMP CLARK, sometime of Bowling Green, Pike county, Mo.?

viduals that will make story writing a costly pastime if it develops further. A correspondent in a humorous description that the rail rate quoted by it is seven of the amusements of a French watering place introduced an Englishman with an The report then continues thus: absurd name that was obviously made lender at Manchester obtained damages

can turn a legal penny must have become keener, since the days when DICKENS could turn to the London Directory for Britons we are unable to conjecture. Evidence as to intended "malice" in these cases seems to be wholly disregarded.

TO THE EDITOR OF THE SUN-Sir: My sister. who is a suffragist, writing from Colorado says My sister does not connect this state of things

us all and my daughter herself infinite amuse-ment. There is no teacher like experience, and I should think chairs in colleges to teach the things which every girl's mother ought to teach her at home a very strong argument against woman suffrage. We must learn to connect cause and effect BAT HEAD, N. J., August 1.

New York's Argot. To THE EDITOR OF THE SUN-Sir: The New York populace is apt to smile with pitying supeority when it hears a Cockney drop his "h's forgets that it is equally culpable in regard o another letter of the alphabet, "r." How it loes shy at "r"! Last evening going home qually bad? The Cockney language is not hing of beauty or a delight to the ear, but post uch worse; a monstrous, hybrid form of speech, vold at once of grace and music. Let our school ommissioners look to it! NEW YORK, July 31.

A Nutmeg Evocation.

TO THE EDITOR OF THE SUN-Sir; Comes knocking the spirit of Valentine Lovely, late of New Milford, Conn., whose name twice appears date of 1790, in a vellum bound accoun New Mil.pord, Conn., August 1.

Life's Ledger. From the Boston Transcript.
Our sufferings we reckon o'er
With skill minute and formal;
The cheerful case that fills the score We treat as merely normal.
Our list of ills, how full, how great!
We mourn our lot should fail so.
I wonder do we calculate
Our happiness also?

Were it not best to keep account
Of all the days if any?
Perhaps the dark ones might amount
To not so very many.
Men's looks are nigh as often gay
As sad, or even solemn;
Behold, my entry for to-day
Is in the happy column!

FREIGHT RATES.

Curious Statements of the New York

Barge Canal Terminal Commission. TO THE EDITOR OF THE SUN-Sir: The Barge Canal Terminal Commission of New York State, which was appointed in 1909 to study the question of providing terminal facilities for the canals of New York, presented its report to the Legislature in prises two solid volumes aggregating 1,200 start an engine and do any damage thoroughly.

As long as the commission remained within its duties of discussing terminals and terminal possibilities there could be no quarrel with it, but unfortunately ardent in their advocacy of canals to let The sailing yachts race from port to the opportunity slip. A number of pages their continuity is less noticeable than renewed. It is several years since the garding the manifest destiny of the great State of New York, and its manifest duties toward itself in the matter of canals. This would not be so bad were it not that the commission's animus against the railroads leads it into a number of misleading statements in making comparisons between rail and canal freight rates. For example, it is stated by the com-

mission (Vol. I., pp. 80-82), citing the State Railroad Commissioners, that the cost of charge 7.09 mills, leaving a profit (sic) of 2.64 mills, or 58 per cent. In itself the serve and all other charges. The comof 1899 to the effect that the cost of transporting freight over the barge canal will be 0.52 of a mill per ton per mile. To this am captain and owner, is that right of way is added 58 per cent. for profit, making a total of 0.8216 mill per ton per mile. On asked to any liner, that is, any boat making bygone epochs; he actually endeavored Cochran. The Westward was built this basis and assuming that the new Erie to paint old England as if he had lived last year and made a very successful Canal would be taxed to its carrying cacentreboard is taxed. This year the nual saving on canal rates compared with Elena was built for racing in home rail rates between Buffalo and New York is estimated as \$54,124,000, "a sum more than sufficient to pay all of the expenses of the State Government." A number of curious assumptions are

> involved in the mathematical processe just described. First, it is assumed that feet, these two yachts are almost iden- the canal will, when completed, be operated at maximum efficiency and capacity on the water line, 26 feet beam, and 17 second, it is assumed that all of the 20. feet draught. Each spreads the same 000,000 tons of freight will be through freight, in spite of the fact that the Terminal Commission's own report (page 63) shows that in 1910 the New York canals thoroughly tested, and such an opportunity of testing the centreboard against freight as of through freight; third, and the keel type has never before been worst of all, it is assumed that the canal offered. Yachting enthusiasts all over and rail rates are strictly comparable. the world will watch these battles, and In the rail rate there is included every around the clubhouse fires in the com- item of transportation cost-operation, ing winter the results will be discussed maintenance and repair, interest on loans for construction of road and purchase of equipment, and return on investment in the whole property. The canal rate covers only the cost of maintaining and operating boats on a waterway that is furnished and kept up free of cost. Even were the two rates made up of the same items the comparison would still hardly be a fair one as the rail rate cited is the average rate on all classes of freight, fast British juries and courts are showing a and slow, class and commodity, light and sympathy for the susceptibilities of indi- bulky, expensive and cheap, while the canal rate relates largely to bulky and inexpensive slow freight.

These points are wholly ignored by the Terminal Commission, which points out times as high as its estimated canal rate.

important that the railroads' interest or is removed from the carriage of freight upon the improved canals will effect a cut of six sevenths [why not seven eighths?] in the expense of its attention to a letter from Dr. Purness himself in which he distinctly claims such an self in which he distinctly claims such an endiagree? The letter is pubto the people.

and illustrator, and his popularity never tionably true that means might have lender with a commonplace name. There point of view of the individual shipper the lowest freight rate is the most desirable-he cares not who really pays the bill. mirers of over a quarter of a century the purposes for which parks are main- business through the paragraph, and the This is not a class appeal, however, but a newspaper had to pay her some hundreds statement made by a public commission, presumably scientific and fair minded, Sensitiveness must have increased and addressed to the people at large, who will ultimately pay for the cheap canal gloves"? rates by taxation for construction, maintenance and operation. The statement is intended ostensibly to point out to th delphian kept his goal steadily in view. treme difficulty, first, of improving and his Kenwigs and Swivellers and Wellers public where its best interests lie. It is submitted, however, that as such the remarks quoted above fall far short of the COMMERCE.

NEW YORK, August 1.

Art Note.

summer loan exhibition at that institution beginning August 1. This exhibition is the private collection of Burton Mansfield, Esq., and will continue throughout the summer and autumn Some seventy-five oil paintings, water colors and pastels are shown. Mr Mansfield's contribution is particularly rich and representative. The names of La Farge, Lawson, Twachtman, Wyant, Abbey, Davis, Dewing, Homer, Inness and Sargent are to be found, among others, is in the list of American painters; Courbet. Stevens, Israels, Mesdag, Lenbach. Daubigny, Corot, Millet, Constable, Bonington, Old Crome, Mauve, Harpignies, Turner, among the Europeans. The range and quality of the gathering are of a superior order. Both Pittsburg and Oriental Director Beatty are to be congratulated.

The Inexerable Beliboy.

TO THE EDITOR OF THE SUN -Sir: I thoroughly agree with "A Reader's" views on the tipping evil as set forth by him in his communication in this morning's SUN.

I had an interesting experience at an Atlanti-I heard newsboys shouting "Evening papee!"
When the letter is not dropped entirely, as in this case, it becomes "oi," as in "goil" for girl, or "woild" for world. What is being done in our public schools to correct this had habit and others change and offered it to him with the explanation that that was all the change I had. Taking the money he waiked to the door and turning quickly tively we are developing an argot here that is gred the coins back at me with the remark that oney wouldn't buy him even cigarettes

I called the hotel management's attention to this insuit and they "gave me the laugh." It taught me always to think first of the beliboy and never ort of coin when he is "assigned" to wait
Yes, this tipping evil is hell, and travelon you. ing men know it. J. J. McCarthy, Hagerstown, Md., July 31.

When the Immortals Nodded.

From the London Globe. The French papers have made much of a slip by M. Emlie Faguet in his oration before the Academy. The Academician rendered to Cæsar nore than was Cæsar's, for he gave the "fighter and writer credit for a line which belongs to Cato. But it seems the Immortals are not immune from lapsus lingue. General Langlois got mixed n with Palestro and Solferino. Even ade Mollère refer to the revocation of the Edict nstance is that of Montesquieu, who, in his tes Lois," vol. I., chap. xxi., 22, writes: many times deplored the blindness of the Council of Francis I., who rebuffed Christopher Columbus when he propounded his scheme for India." But Francis I. ascended the throne in 1515, nine years after the date of the death of Columbus.

MOTOR BOATS IN THE HARBOR.

A Prescribed Examination of Their Pilots Necessary to Correct Abuses.

TO THE EDITOR OF THE SUN-Sie: article in THE SUN of July 31 on the abuse of their privileges by irresponsible motor boat operators was most timely. The num-ber of such boats in New York harbor is greater this year than ever before. As the March of this year. The report com- wherever he will, without ability save to pages, and seems to have covered the field pleases. Most of the amateurs begin to run their boats within an hour of the time the seller has shown them how to crank the flywheel. I venture to say that not one operator in three has on board to-day two copies of the pilot rules, compulsory by statute, or the required number of life prethe members of the commission were too servers. It is wonderful how Providence

protects the fools against accidents. There is now pending before Congress shall pass an examination for a license, as At present the law requires three years

practical experience aboard before a Government pilot license is given to an appli-cant. The knowledge of seamanship and topography of the harbor required can be gained in six weeks hard study, plus learning buoys, lights, &c., by actual observaination might be made a little easier, but it carrying freight on the railroads of the the lower bay, the channels up the Shrews-State is 4.45 mills per ton per mile, and the bury, the Navesink, the Raritan, the Kull, River to City Island. It should cover all absurdity of calling this 2.64 mills "profit" of each kind of buoy, &c. It should include is clear. Out of it must come taxes, a strict examination on the type of engine interest, depreciation, sinking fund, reaboard and the properties of gasolene. The latter is never dangerous except when a fool is using it, and not one man in ten taxation and make for the economy prompeds the warning of heeds the warning of escaping gas that his

under all circumstances shall be given unregular trips between two given points. In all the harbor this can be done either to port or starboard except at Romer Shoal, Craven Shoal and Hell Gate. The hogs and eet and do not need the inner side of any of the deep water channels

It should be made a misdemeanor to fish inside any channel, or even to come about unless under sail, in any of the main chan-

Disregard of signals is most flagrant among the fishing contingent. The most cautious of all the pilots are those the ocean liners seldom signal a motor boat even at close quarters, thinking that their course is so evident that all can keep out of the way. A stiff fine imposed on some tug-boat master might cure a growing violation of rules by that class. They are the wors offenders among the professionals.

The harbor police are badly overworked The present force cannot inspect the swarm on my boat since she went into comm owners in the three yacht clubs of which am a member. Nevertheless, an occasional roundup on a Sunday, followed by real fines, would do much. The police are generally very good natured and a simple warning is the rule. They seem to take it for granted that offences are due to ignorance, whereas nine out of ten are due to violation of rules can be ignorance if committed by any one who has been a yacht club member for a month. R. P. D. BENSONHURST, August 1.

'Shakespeare's Gloves."

TO THE EDITOR OF THE SUN-Sir: In THE SUN of July 16 Dr. Appleton Morgan, writing of "Shakespeare Relics," says, as I understand him, that Dr. Furness does not claim that his "Shakespeare gloves" can claim a pedigree, or at least an authenti-cated pedigree, to the poet, but only to Garrick, to whom they were presented by John Ward, who claims that they were given to him (Ward) as having been Shake-

carriage of freight the greater the saving authentic pedigree? The letter is pub-people."

Of course Dr. Morgan is accurate when he says that Shakespeare's executor, Dr settled and sold off the Shakespeare estate long before his death. Why should he not have presented to his cousin his "property GEORGE DAVIS.

NEWARK, N. J., August 1.

Encouraging Business.

To THE EDITOR OF THE SUN-Sir! The editorial article in THE SUN of July SI en heartfelt thanks of every individual, laporer, salaried man, business man, every body who is trying to make a living. What a spectacle for enlightened countries, a lot of cheap lawyers whose sole claim John W. Beatty, director of fine arts, to distinction is lung power, the diffusion Carnegie Institute, Pittsburg, announces of hot air, making the laws for a business to distinction is lung power, the diffusion community. And what an outrage on the usiness men who made this country what is.

J. MAIWELL.

NEW YORK, July 81.

The World's Chief Rug Market.

From Daily Consular and Trade Reports.

The world's increasing demand for Orienta carpets has caused certain changes in the ru business particularly tending toward an enlarged output through the intervention of merchants in Constantinopie and Smyrna, who are establishing factories of Persian carpets in both Turkey and Persia. Another new feature of the rug busines States from Persia instead of from Constantinople This explains why the shipments of Persian rugg from Constantinople to the United States as con-sulated at this office show a decrease. On the whole Constantinople maintains its position as the world's principal rug market. Germany buys Oriental carpets in ever increasing quantities in order to satisfy her own requirements and those of Scandinavia, South America and Canada, Hamburg, being a free port, is becoming an im-portant distributing centre for Oriental rugs, more or less at the expense of London. It is figured that \$8,250,000 worth of Caucasian and ersian rugs are shipped in a year fro

Dobblerings by the Deep.

To THE EDITOR OF THE SUN-Sir: smell of the salt air of the Atlantic, on the edge of which they were written, and by which I've sat on the beach at Far Rockaway

Almost invariably sent me to sleep. remember quite distinctly the other night The mosquitoes were biting with main and might To the breakers' accompanying boom And I sat there thinking, and thought between

What a terrible thing it would be For some, or maybe all of us, perhaps To be inundated by the sea. I figured there's water enough out there

To drown every one of us dead,

If it only arose and came ashore instead of remaining in its ocean bed Twould be an 'orrible end, I'll be bound. And it made my flesh just creep. To think of all our bodies rolling around. Some of them dressed in their Sunday best.

And some in their bathing suits.

And perhaps some with only an undervest.

And some with not even their boots. HAROLD DOBBLER

FAR ROCKAWAY, August 1.

THE DEMOCRATIC BUDGET.

How the Financial Administration Is Viewed in the State. From the Rochester Union and Advertiser. sense in his course with the annual appropriation bills. He has at the same hown a regard for the State Constitution rare in these days when convenience i often the criterion of constitutionality. His vetoes of some items in the bill are the fulfilment of his pledge to give the people a businesslike and economical administration. The people are safe under Governor Dix.

Cause for Pride

protect them from those who would prey

From the Albany Argus. A showing of careful, intelligent finan-ciering, in the face of a bankrupt treasury left to us by the Republicans, whereof Democrats have a right to be more than proud!

Republican Praise.

From the Newburgh Journal.
As a "business" Governor Mr. Dix finishes strong after a poor start. Up to date he has made's record as a vetoer which will do something to restore that public confidence of his career as Executive. By throwing out much trifling legislation and using the blue pencil almost brutally on extravagant should include intimacy with six channels in appropriation bills the Governor has saved money for the taxpayers and has performed good public service. More power to his

Statewide Appreciation From the Elmira Star-Gaset

sed from his administration.

From the Buffalo Express.

Throughout the State at large, however,

The Governor's handling of the appro-priation and supply bills is the most busiesslike act of his administration. Justification for Voters.

From the Utica Observer. The action of the Governor in regard to the various appropriation bills is fully set think, the voters of the State who supported Governor Dix in the campaign of last fall trust in a business Governor.

Keeping the Pledge.

From the Kingston Leader.

No one can question that this is a practical fulfilment of the Democratic pledge of economy in State affairs in the Rochester platform of last year.

Good Business.

From the Brooklyn Eagle.
The election of a Democratic Legislature would have handled the finances of a cor-

These Be Thy Gods, & Israel! TO THE EDITOR OF THE SUN-Sir: A leading Presidential candidate comes forward the following carefully written and edited statement:

It is estimated that most of the food supply of the people of northers New Jersey and half the food supply for New York city is kept in cold storage warehouses in Hudson county awaiting storage warehouses in Hudson the desired state of the market.

The foregoing was not an impetuous re-mark coming as the result of the excitement of debate. It was prepared in the quiet of the library. An army would be in a sad plight if it had to depend on this gentleman for its supplies: yet he aspires to be the com-mander in chief of the army and navy of

The population of northern New Jersey and New York city is over 6,450,000. Think of the consuming power of that great number of people. Where is the producer or manufacturer who is not trying to get his share of the great market of the metropolitan district? Yet this Presidential candidate says that most of the food supply of against a weekly journal. This published paragraphs inciting the public to read a story that it printed, and one of these referred to an incident involving a money referred to an incident involving food supply is kept in Hudson county.

> The average consumption of perishable goods in the territory stated is about 2,100 cars, each of an average cubic capacity of about 2,500 feet, giving a total of 5,250,000 cubic feet a day. The capacity of the Hudson county warehouses is about 6,000,-00 cubic feet: thus it will be seen that the warehouses of Hudson county if full would contain but little in excess of a day's food supply for northern New Jersey and New

Stop railroad transportation, and northern New Jersey and New York city would in short order be face to face with famine conditions, cold storage warehouses notwith-

Our leading public men must give more thought to commercial matters, paying less attention to theory and giving more study to actual market conditions, if the United States is to maintain its prestige among the nations of the world.

CHABLES S. SMINCE. PLAINFIELD, N. J., August 1. Wireless Tolography in East Africa

From Daily Consular and Trade Reports rallway and the telegraph are playing an rant part in the economic conquest of Africa. Vithin the last few months two wireless tele eranh stations have been established at Muanza and Bukoba, German East Africa, by the Gover-ment. Each of these has a radius of 600 kilomete (878 miles). Muanza is now the terminus of the land lines of the German colony. According to newspaper statements a powerful additional wireless station will soon be opened at Tabora, equipped with apparatus for transmission to a distance of nearly 2,500 miles. With this station German East Africa can communicate with the Cameroons, and thence by the German West African cable to Europe, and be in an independent position instead of having, as at present, to avail themselves of the English cable company's line via Zanzibar, Mombass and Aden, or Zanzibar and

The First Veterinary School.

From Daily Consular and Trade Reports.

The third fiftieth anniversary celebrating the rection in Lyon of a veterinary school will be held in that city about the middle of May, 1912. Preparations are now forming to comme the event in a fitting manner, and invitati being issued to all veterinary schools in the Unite States and elsewhere for the purpose of having delegates in as large a number as possible.

It is authentically recorded in the annals of veterinary science that the world's first veterinary school was founded in Lyon in 1761, since which time similar institutions have been inaugu-rated in many countries, the last being reported

Tin and Crime. From Daily Consular and Trude Reports. One hundred and seventeen persons, ch

ticipating in unlawful societies. It was disco ered that the number of prison offences varied in indirect ratio with the price of tin. When tin was high and the industry accordingly prosperous inmates of jalls were few, and vice versa.

Game From Africa

*From Daily Consular and Trade Reports.

A special train recently left Nairobl containing a record shipment of wild animals, intended for a menagerie at Hamburg. The game was collected by a hunting party in British and German East Africas. It embraced eight girafies, eleven hippopotami, two rhinoceroses, twelve waterbuck, even wildebeste, three harebestes, interest. seven wildebeeste, three hartebeeste, nineteen bushbuck, nineteen reedbuck and about fifts antelopes and gazelles.

SIGN TREATIES TO-MORROW. Agreements With England and France Go

to Senate This Session WASHINGTON, Aug. 1.-Secretary Kno. will sign the American copies of the Anglo-American and the Franco-Amerian arbitration treaties in the East room of the White House on Thursday after noon at 3 o'clock. Ambassador Bryce o Great Britain will sign the English copy of the treaty, so that the English treaty will then be in readiness for submission He is careful of their interests and will

to the Senate. The absence of Ambassador Jusserand of France, who is at present in Paris will cause some delay with the French treaty. M. Jusserand will sign the treaty for France in Paris at the same time that Secretary Knox signs for this country in Washington. The copies will then be exchanged by messenger and both treaties will be ready for the Senate's action This should be by August 12.

Both treaties are to be sent to the Senate at the same time. They will be submitted at this session if possible. though the short time remaining may preclude possibility of action upon them.

There will be little ceremony at the signing. Ambassador Bryce will return from Seal Harbor, Me., and M. Lefèvre-Pontalis, Charge d'Affaires of the French Embassy, from Manchester, Mass. The latter will officiate as the representative of the French Government, though he takes no active part in the proceedings. Besides those and some of the State Department officials, few persons will be invited to witness the signing.

JEFF TAKES ANOTHER TAXI. Senator From the Ozarks Risks What His People May Say and His Friend Pays.

WASHINGTON, Aug. 1.-Senator Jeff Davis of Arkansas has repeated his escapade of last January of riding from the Capitol to the White House in a taxicab. The last time he exhibited his plutocratic ent his mail was cluttered with protests from indignant constituents in the rural districts of Arkansas. Senator Jeff lost forth in the news columns. And there, we no time in flooding the mails to Arkansas with explanatory letters. He told his constituents that taxicabs were used almost to the exclusion of horse cabs and that to ride in a taxicab here from the depot to a hotel at a cost of "25 cents" was no more than to take a horse cab from the depot in Fort Smith, Ark., to the Hotel

But for a long time Senator Jeff resisted the temptation of hazarding his political safety again with the voters of The election of a Democratic Legislature was largely due to the fact that a conservative business man headed the ticket for Governor. The faith of the people in Governor Dix has been amply vindicated by these vetoes. The Chief Executive has handled the finances of the State just as he would have handled the finances of a consequently when he ducked his head out of the door of a taxicab this morning at the White House everybody who saw him wondered. Senator Bradley of Kentucky shared the vehicle with him. After Jeff had returned from his visit with the President and had again entered the taxi he was asked if he had any news. "None," retorted the Arkansas states. the Ozarks. Consequently when he ducked "None," retorted the Arkansas states-man, "unless you want to print that I came here in a taxicab and that it cost me 25 cents."

Senator Bradley came through the door at that minute and the reporters turned

at that minute and the reporters turned to him.

"Why, boys," laughed the Kentuckian,
"that taxi does not cost Senator Davis anything. That's my taxi. I found the Senator walking from the Capitol down here and gave him a lift. He said he was walking because it made his feet sore to ride in the atreat care."

Mr. Bradley had got into the taxi by this time.

"Drive on!" shouted the discomfited Senator at his side and the ample hand of the Kentucky Senator came down on the fat knee of Senator Jeff with a resounding

DIPLOMATIC PROMOTIONS. Carter Going to Argentina and Sherrill

May Get an Embassy. WASHINGTON, Aug. 1.-President Taft is expected to submit to the Senate within a few days a number of diplomatic appointments, among them probably the following: John G. A. Leishman of Pennsylas plainly as words can express it that the Michigan, Ambassador to Tokio, to Ambassador to Rome; John Ridgely Carter. Could exaggeration be carried to a more Minister to Rumania, Servia and Bulto Minister to Argentina;

> promoted from Minister to Argentina to some other post, probably an embassy.
>
> It is suggested in official circles that Mr.
> Sherrill will succeed Mr. O'Brien at Tokio,
> although it is possible that he may be sens
> either to Brazil, Mexico or some European
> embassy and the Tokio post be filled from
> one of these embassies. Mr. Dudley,
> Ambassador to Brazil, has been in poor
> health recently and is understood to be ampassator to Brazil, has been in poor health recently and is understood to be desirous of a change. Mr. Wilson, Ambassador to Mexico, who is in the United States on leave, has made formal applica-

Charles H. Sherrill of New York will be

tion for a promotion.

The selection of Mr. Carter was officially admitted to-day. It was stated that his name has been submitted to the Argentine Government and the reply has been highly

Stimson Leaves Porto Rice for Cuba.

satisfactory.

WASHINGTON, Aug. 1 .- Capt. Charles C. Marsh, commanding the cruiser North Carolina, reported to the Navy Department to-day the departure of his ship from Ponce. P. R., for Guantanamo, Cuba. The North Carolina has on board Secretary of War Stimson and Major-Gen. Leonard Wood, Chief of Staff of the Army. and party, who are on a tour of inspec-tion of the Panama Canal, Santo Do-mingo, Porto Rico and Cuba. The party will view the operation of salving the battleship Maine and will continue to Washington the latter part of the week.

Movements of Naval Vessels

WASHINGTON, Aug. 1 .- The cruiser Chester and gunboat Peoria have arrived at Cape Haytien, the battleship Connecticut and destroyer Burrows at New York yard, the destroyers Ammen and Rodgers yard, the destroyers Ammen and Rodgers at Boston yard, the destroyers Whipple, Hopkins, Hull, Truxtun, Paul Jones, Perry, Preble, Stewart and Rowan at Everett, Wash., the cruisers Saratoga, Albany and New Orleans at Darien and the yacht Sylph at Washington.

The despatch boat Dolphin has sailed from Providence for New York and the saviens Colorado from Seattle for cruise. from Providence for New York and the cruiser Colorado from Seattle for cruise.

House Names Conferces on Publicity Bill. WASHINGTON, Aug. 1.-In accordance with the agreement at last night's Democratic caucus the House to-day asked for a conference with the Senate on the cam-paign publicity bill. Representatives Rucker of Missouri, Corry of New York and Olmsted were named as conferees on the part of the House.

Army and Navy Orders. WASHINGTON, Aug. 1.-These army orders were

issued to-day:

Col. James A. Irons, Twentieth Infantry, to
San Francisco.
Lieut.-Col. Alien M. Smith, Medical Corps,
from Fort Sam Houston to Fort Snelling.

Major Clarence E. Dentier, from Twentythird to Fifteenth Infantry.

Major Dwight E. Holly, from Fifteenth to
Twenty-third Infantry.

Lieutenant-Commander V. Stirling, Jr., from command Eighth torpedo division to home and wait orders.

Lieut. W. G. Dimon, from War College, New port, to the New Jersey.

Passed Assistant Surgeon J. E. Gill, from recruiting station, Cleveland, to the Wabash.

Paymaster G. M. Stackhouse, to the South Carolina.

Paymaster C. R. O'Leary, from the South Carolina and wait orders.

These navy orders were issued: